

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 20, 2019
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	DOWNTOWN OEV EAST – WEST BIKEWAY CORRIDOR EVALUATION

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Downtown OEV East – West Bikeway Corridor Evaluation:

- (a) The preferred alternative identified herein as the Dundas Street and Queens Avenue Old East Village (OEV) Hybrid **BE ENDORSED** for implementation which is generally described as:
 - i) an improved connection between the Thames Valley Parkway and Dundas Place;
 - ii) a shared cycling route along Dundas Place between Ridout Street and Wellington Street;
 - iii) uni-directional cycle tracks on Dundas Street between Wellington Street and William Street;
 - iv) a cycle track couplet on Dundas Street (eastbound) and Queens Avenue (westbound) between William Street and Quebec Street through the Old East Village; and,
- (b) The proposed recommendations of the Evaluation **BE INCORPORATED** into the Cycling Master Plan;
- (c) The Civic Administration **BE DIRECTED** to further assess pedestrian connectivity in the Old East Village for consideration in the development of capital programs; and,
- (d) The Civic Administration **BE DIRECTED** to undertake additional public consultation during project design and implementation phases.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan

- Civic Works Committee – October 4, 2016 – Infrastructure Canada Phase One Investments Public Transit Infrastructure Fund
- Civic Works Committee – January 10, 2017 – Queens Avenue and Colborne Street Cycle Tracks
- Strategic Priorities and Policy Committee – May 3, 2017- Rapid Transit Alternative Corridor Review
- Planning and Environment Committee – December 4, 2017 – Parking Strategy for Downtown London
- Civic Works Committee – November 12, 2018 – Appointment of Consulting Engineer Infrastructure Renewal Program - Contract C Dundas Street from Adelaide Street to Ontario Street
- Planning and Environment Committee – February 19, 2019 – Draft Old East Village Dundas Street Corridor Secondary Plan

2015-19 STRATEGIC PLAN

This report supports the 2015-2019 Strategic Plan through the strategic focus area of Building a Sustainable City. The plan identifies the implementation and enhancement of road safety measures for all users as a means to deliver convenient and connected mobility choices.

BACKGROUND

Purpose

The London ON Bikes Cycling Master Plan (CMP) identified a separated east-west bikeway route through the downtown. This study recommends the routing based on a detailed assessment of current plans, urban contexts and consultation.

Related Initiatives

The following provides a brief description of related initiatives.

Bus Rapid Transit

On May 16th, 2017, Council approved the BRT network which included a one-way transit couplet on King Street and Queens Avenue for eastbound and westbound transit, respectively. The current BRT plans include an eastbound cycle lane on King Street east of Wellington Street with no available space for cycling facilities on King Street and Queens Avenue between Ridout Street and Wellington Street. The current local transit frequency on King Street and Queens Avenue also significantly restricts cycling options on these streets through the downtown.

Queens Avenue Two-Way Cycle Track

The CMP identified a bidirectional cycle track on Queens Avenue through the downtown. The goal of the Queens Avenue cycle track was to provide cyclists a separated east-west cycling facility through the downtown connecting to destinations, such as the Old East Village (OEV). This is not feasible based on the decision to relocate transit from Dundas Street to enable the construction of Dundas Place.

Downtown Parking Strategy

In 2017, the City finalized its Downtown Parking Strategy, which included a review of existing parking conditions as well as an assessment of future parking needs within the downtown. The assessment of parking needs accounted for the removal of parking lots and on-street parking due to potential developments and planned transportation projects.

The strategy identified satisfactory current parking supply, a modest need for future parking and recommended a coordinated approach to establish parking in conjunction with future development.

Downtown King Street Cycling Improvements

On October 2, 2018 Council approved the 2019 construction of a separated bike lane on King Street from Ridout Street to Colborne Street. This project was approved with the intention of being temporary as King Street is planned as a significant transit way, accommodating buses moved off Dundas Place as well as a future rapid transit route.

It was acknowledged in the report to Council that the long term east-west cycling facility would be identified through the Downtown OEV East – West Bikeway Corridor Evaluation.

Old East Village Dundas Street Corridor Secondary Plan

Concurrent with the Downtown OEV East – West Bikeway Corridor Evaluation, the City’s Planning Department created a Secondary Plan for the Old East Village. As part of the secondary plan process and the bikeway evaluation process, Transportation and Planning staff have been working collectively on how best to incorporate the recommendations and visions of both studies to ensure a balanced and complementary approach.

Infrastructure Renewal Program – Dundas Street from Adelaide Street to Ontario Street

Dundas Street from Adelaide Street to Ontario Street has been scheduled for a capital reconstruction project beginning in 2020 with the potential to span over two years. This reconstruction project is using the results of the Downtown OEV East – West Bikeway Corridor Evaluation and the Old East Village Dundas Street Corridor Secondary Plan to guide the built environment on Dundas Street.

CONSULTATION

The below description provides a general overview of the consultation process that provided feedback on the east-west route alternatives from the OEV through the downtown. Each alternative was carefully evaluated and stakeholder feedback throughout the study assisted in guiding the preferred alternative.

Stakeholder Consultation

Throughout the Downtown OEV East – West Bikeway Corridor Evaluation, staff have been proactive in reaching out to interested stakeholders for feedback and comments on the cycling route alternatives. The meetings, mail outs and presentations with all stakeholders have been effective and fulsome.

London Transit Commission

London Transit Commission (LTC) is an important partner in this project. LTC transit buses currently operate at 10-20 minute frequencies on Dundas Street east of Wellington Street. City staff have had an ongoing dialogue with LTC staff and met

formally on September 27, and November 5, 2018 to discuss the alternatives and the preferred alternative preliminary design.

Cycling Advisory Committee

City staff presented alternatives and the preferred recommendation to the Cycling Advisory Committee (CAC) on October 17, 2018 and January 16, 2019, respectively. Committee members were very helpful providing feedback on the alternatives.

Old East Village Business Improvement Association

City staff have been engaging in regular and ongoing dialogue with the Old East Village (OEV) Business Improvement Association (BIA). Staff have met with the OEV BIA on numerous occasions; October 18, 2018, November 13 and 30, 2018 and January 8 and 23, 2019. The OEV BIA also scheduled and led a walking tour on December 13, 2018. The tour allowed staff and the respective consultants to examine areas of interest in detail with the BIA as it related to the two ongoing studies: Old East Village Dundas Street Corridor Secondary Plan and the Downtown OEV East – West Bikeway Corridor Evaluation

Feedback and concerns provided by the BIA included the loss of parking and loading zones on the south side of Dundas Street. Maintaining vehicular capacity on Dundas Street is also a stated priority. Additional concerns were raised not directly related to cycling which were additional signage for parking lots and improved pedestrian connections and lighting between King Street and Queens Avenue. From the discussion with the BIA, staff have identified a number of loading zone locations on the south side of Dundas Street as well as identified areas where additional on street parking will be provided on the north side of Dundas Street to mitigate the loss of parking on the south side. An assessment of lighting needs on north-south side street connections is also underway.

Staff will engage further with the BIA and businesses during the detailed design process to solicit feedback and comments as it relates to the design of Dundas Street through the OEV.

London Cycle Link

On November 7, 2018, and January 10, 2019 City staff met with members of the cycling advocacy group London Cycle Link. The Cycle Link members advocated for two way cycling facilities on Dundas Street throughout the study limits and proposed a south side bi-directional cycle track along Dundas Street through the core of OEV from William Street to Ontario Street.

Throughout the discussion, Cycle Link members noted that safety for all road users and education along critical conflict areas is important. Staff have included the Dundas two-way bidirectional alternative in the east – west cycling evaluation.

Public Information Centre's

Two formal Public Information Centre's (PIC) were held throughout the study process, the first on June 27, 2018 at Aeolian Hall and the second on November 1, 2018 at H. B Beal Secondary School. The first PIC held was to gather feedback on the corridors selected for evaluation, while the second PIC was to gather feedback and input on the preferred alternative. The PIC's were held in conjunction with the Old East Village Dundas Street Corridor Secondary Plan to help inform both study teams as it relates to

the transportation infrastructure through the OEV as well as the land use planning and pedestrian realm.

CYCLING INFRASTRUCTURE EVALUATION

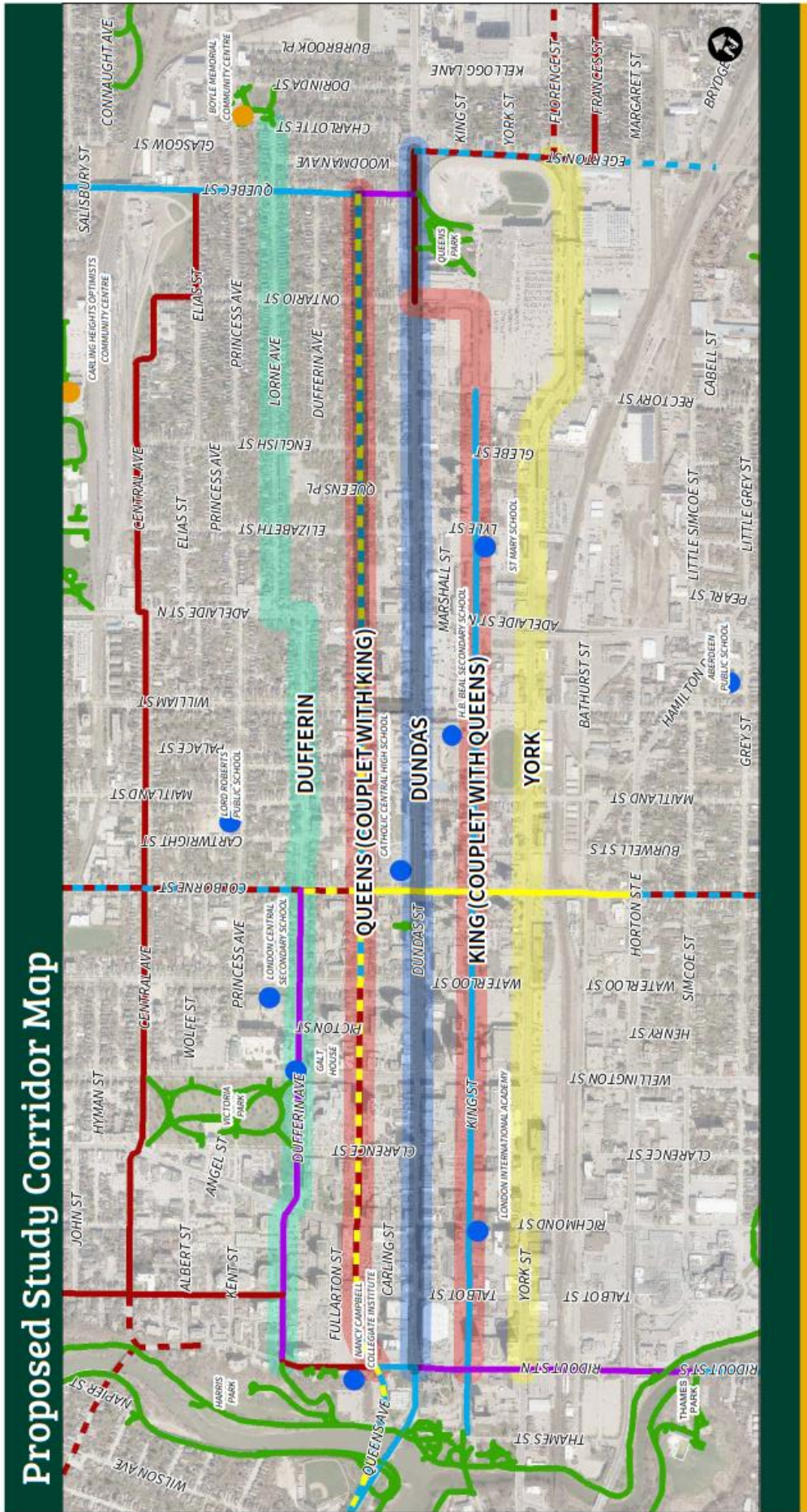
The purpose of the Downtown OEV East – West Bikeway Corridor Evaluation is to determine a suitable separated east – west cycling route connecting to existing and proposed cycling infrastructure.

Downtown OEV East – West Bikeway Corridor Evaluation

During the first public meeting, City staff began to evaluate four alternatives; Dundas Street two-way uni-directional, York Street, Dufferin Avenue, and a King Street and Queens Avenue Couplet. From additional public consultation and meetings with stakeholders, two additional alternatives were carried forward which included the Dundas Street two-way bidirectional and Dundas Street and Queens Avenue OEV Hybrid options. The six alternatives and descriptions of the routes can be seen in the table and figure below.

Alternative	Description
Dundas Two-Way Unidirectional	Shared cycling facilities along Dundas Place and separated uni-directional cycling facilities on Dundas Street from Wellington Street to Ontario Street
Dundas Two-way Bi-directional	Shared cycling facility along Dundas Place, separated uni-directional cycling facilities on Dundas Street between Wellington Street and William Street, converting to a bi-directional cycling facility located on the south side of Dundas Street from William Street to Ontario Street
Dundas Street and Queens Avenue OEV Hybrid	Shared cycling facilities along Dundas Place, separated uni-directional cycling facilities on Dundas Street from Wellington to William Street, converting to a cycling couplet with one eastbound cycling facility on Dundas Street from William to Ontario Street and one westbound cycling facility on Queens Avenue from Quebec Street to William Street
King Street and Queens Avenue Couplet	Separated uni-directional eastbound cycling facility located on King Street from Wellington Street to Ontario Street, and a separated uni-directional westbound cycling facility on Queens Avenue from Quebec Street to Wellington Street
Dufferin Avenue	Separated uni-directional cycling facilities on Dufferin Avenue from Ridout Street to Charlotte Street
York Street	Separated uni-directional cycling facilities on York Street from Ridout Street to Egerton Street

These six alternatives were evaluated to provide a separated east-west bikeway. The evaluation criteria used for the Downtown OEV East – West Bikeway Corridor Evaluation is similar to the previous King Street, Queens Avenue, and Colborne Street evaluation criteria, and can be seen below. This criteria was informed from Ontario Traffic Manual (OTM) Book 18: Cycling Facilities and stakeholder comments during the first public information centre and on-going consultation.



Evaluation Criteria

1. Conflict mitigation – minimizing conflicts with motorists, transit, cyclists and pedestrians	7. Connectivity and Directness – potential to connect to existing and proposed cycling network routes identified in the Cycling Master Plan
2. Constructability – assess the suitability of a roadway/corridor and the level of effort required to implement a separated bikeway	8. Destination Access – connect to significant destinations and or attractions
3. Parking – impact to on-street parking supply	9. Cost – anticipated cost to construct a separated bikeway on a corridor. This is a high level costing assessment based on the level of effort required
4. Transit Operations – impact and compatibility with local transit and the future BRT project	
5. Traffic Operations – impact to roadway capacity and intersection operations	10. Social Health and Equity - provides a fair and accessible environment for users
6. Streetscaping and Public Realm – potential impacts to the public space within the boulevard that would affect urban design, streetscaping, and the public realm	11. Retail Economic Impact - recognizing the importance of providing customer access by all modes of travel , this criteria asses the overall impacts to walking, cycling and parking access

Each corridor was evaluated against the 11 different criteria and was given a score from one to four. The last two criteria, Social Health and Equity, and Retail Economic Impact, were added in response the stakeholder feedback. Its position on the list does not diminish the importance and consideration given to this factor. A score of one indicates least desirable conditions, while a score of four indicates most desirable conditions. Desirability refers to maximizing the benefit of the separated bikeway while reducing the overall impacts on the local neighborhood and City. The maximum score a corridor could receive is 44 (4 points x 11 criteria).

A link to the east-west bikeway evaluation memo can be seen in the attached link: <https://www.london.ca/residents/Roads-Transportation/cycling/Pages/Downtown-Bikeway-Corridor-Evaluation.aspx>

Parking Impacts

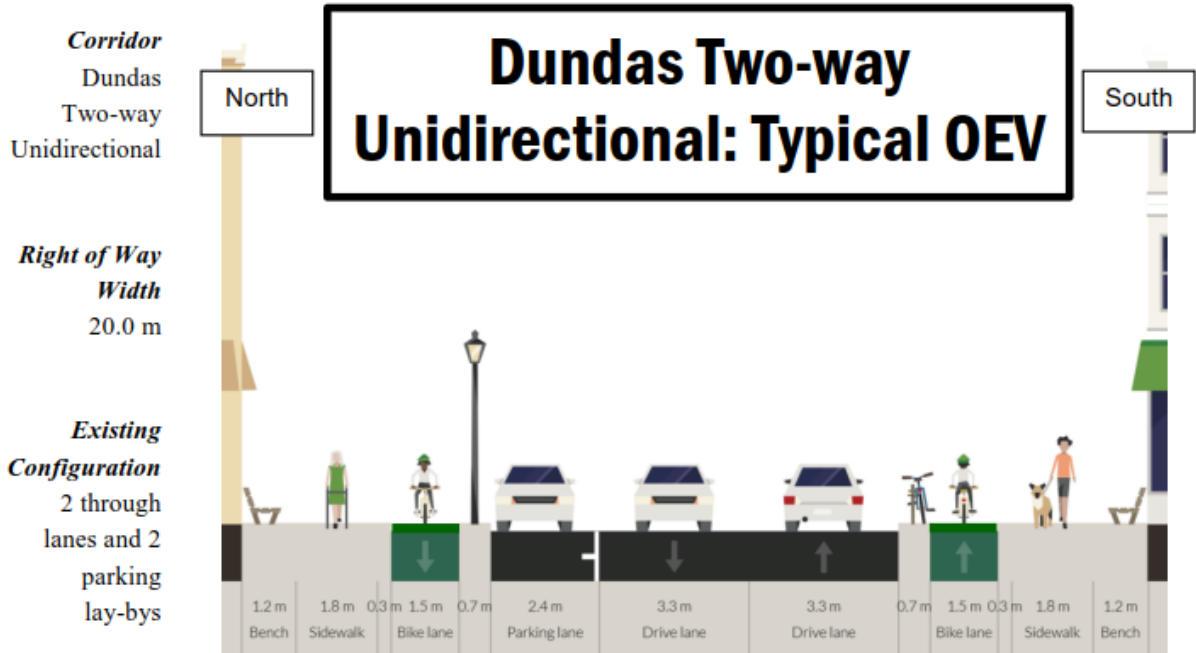
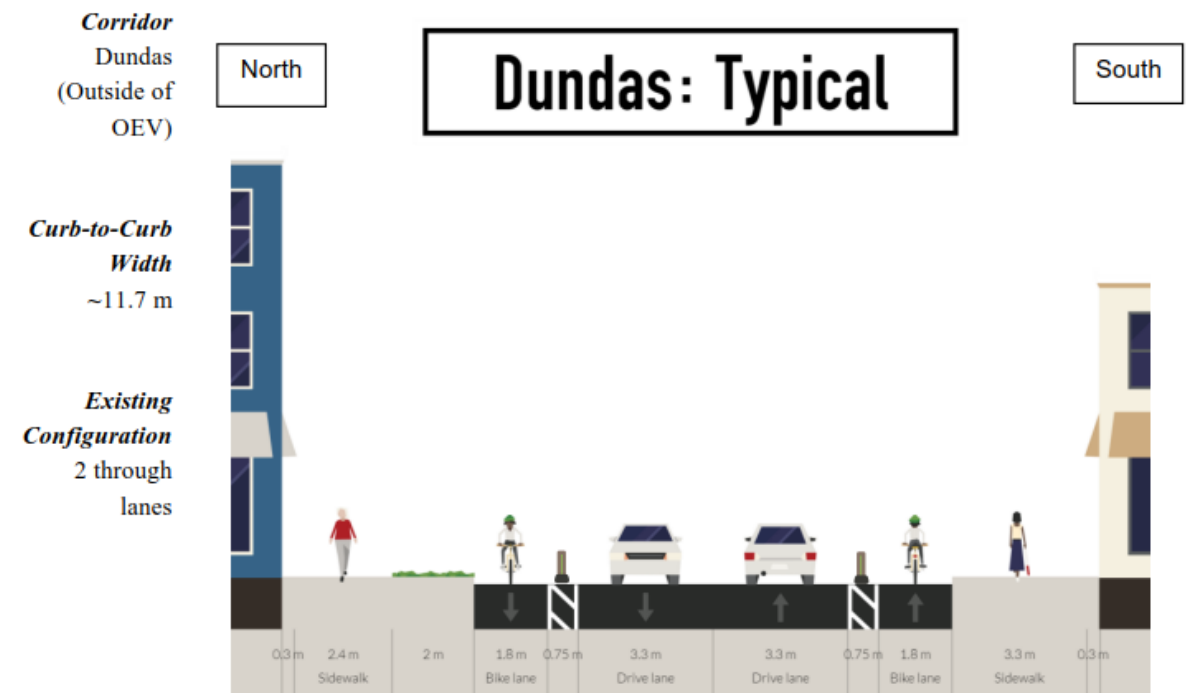
Throughout the Downtown OEV East – West Bikeway Corridor Evaluation, City staff understood that each route alternative would have parking impacts and wanted to assess these impacts as it related to the suitability of the east-west bikeway. The importance of parking was brought forward during the PIC’s and from public and business owner feedback. WSP performed a macro parking impact review of each alternative, using background information (such as Downtown Parking Strategy and the BRT Environmental Project Report) and parking utilization data provided by the City. The below table identifies the results of the parking impact review based on number of parking spaces including existing and new parking utilization. The parking impact review confirms that with the removal of on-street parking, the parking supply can satisfy the

demand. However, expressed concerns about the details of parking displacement on Dundas Street in the OEV remain, so minimizing and mitigation is the focus for future implementation.

CORRIDOR	EXISTING CAPACITY	CURRENT USAGE	NEW CAPACITY	EXISTING UTILIZATION	NEW UTILIZATION
Dufferin	206	56	74	27%	75%
Queens	131	43	95	33%	45%
Dundas (uni or bidirectional)	288	93	122	32%	76%
King	39	17	26	44%	65%
York	N/A				
OEV Hybrid Parking Breakdown					
Overall	336	97	170	29%	57%
Dundas	288	93	122	32%	76%
Queens	48	4	48	8%	8%

The following pages provide a brief summary of each alternative and the associated strengths and weaknesses. The typical cross sections were created looking eastbound with north on the left side of the figures. All road designs were created using typical cross sections, at locations shown in the maps for each alternative.

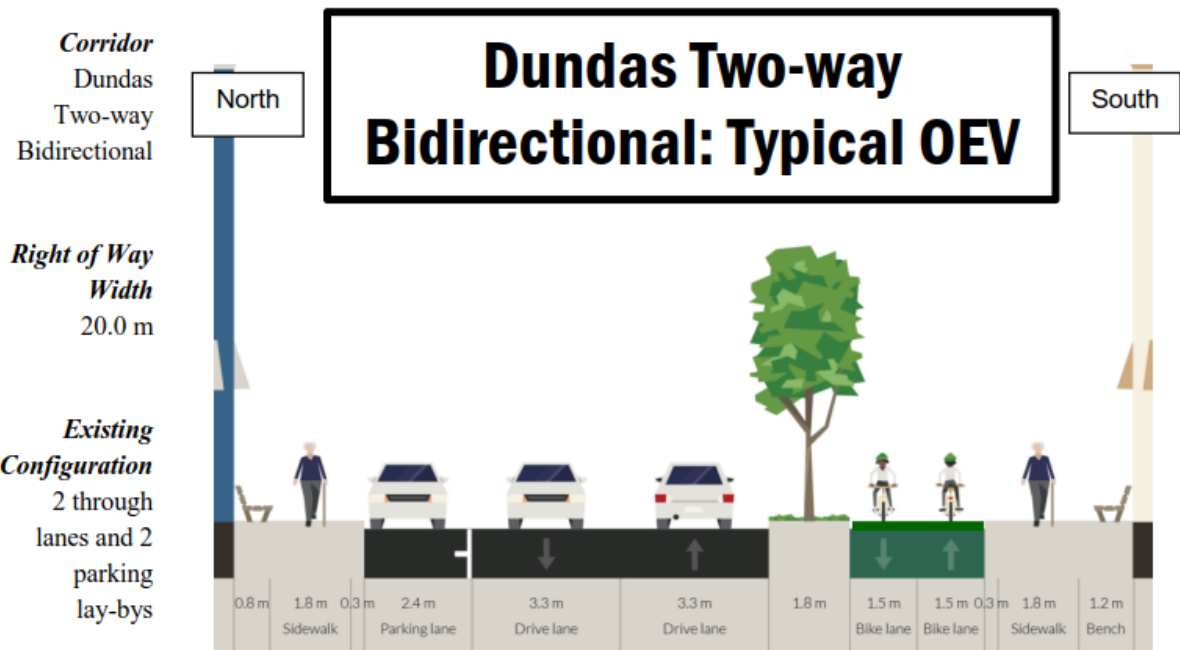
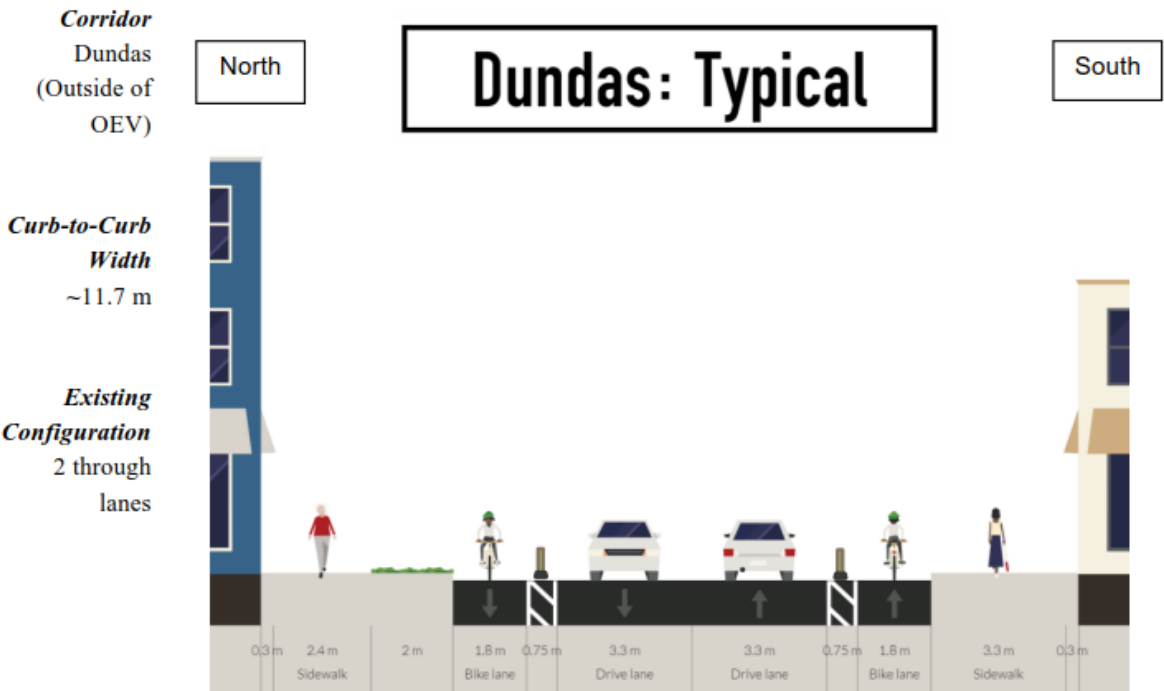
Dundas Two-way Unidirectional



Dundas Two-Way Uni-directional	Strengths	Weaknesses
	<ul style="list-style-type: none">• Provides a connective and direct cycling route (Connectivity and Directness)• Provides access for all modes of transportation to destinations in the City, Downtown and OEV (Destination Access & Social Health and Equity)	<ul style="list-style-type: none">• Impacts ability to provide wider sidewalks along Dundas, especially between Adelaide and Ontario. Proposes smaller sidewalk width than existing sidewalk width (Streetscaping and Public Realm).• Impacts the businesses on the south side of Dundas between Adelaide and Ontario, as no opportunities for loading zones (Retail Economic Impact)• Approximately 170 parking spots removed along the route from Ridout to Ontario (Parking)• Transit operations throughout the OEV would be impacted as transit passengers board and alight on to the cycle lane (Transit Operations)

Dundas two-way uni-directional provides the most direct route for cyclists along Dundas Street, however this alternative negatively affects the constrained corridor throughout the Old East Village (OEV) between Adelaide Street and Ontario Street. The alternative would propose smaller sidewalks within the OEV not allowing business owners the opportunities for patios or merchandise displays. This alternative would not allow for south side loading zones to be installed on Dundas Street, which negatively impacts the day to day operations for many business owners.

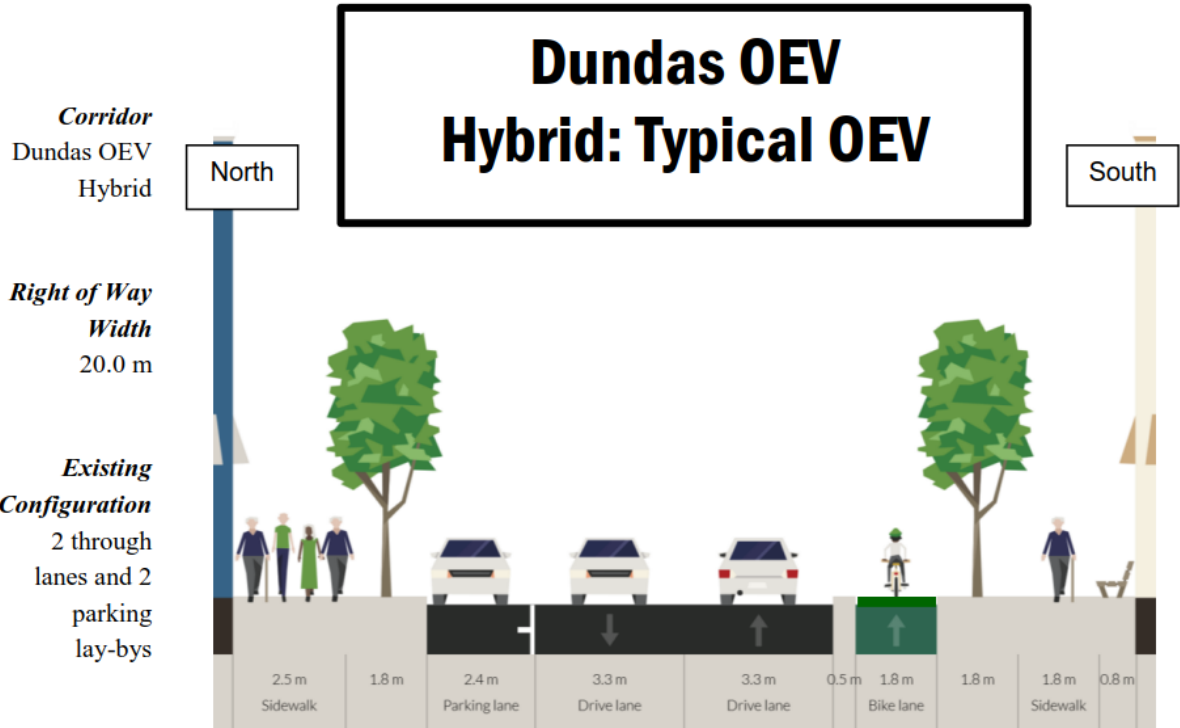
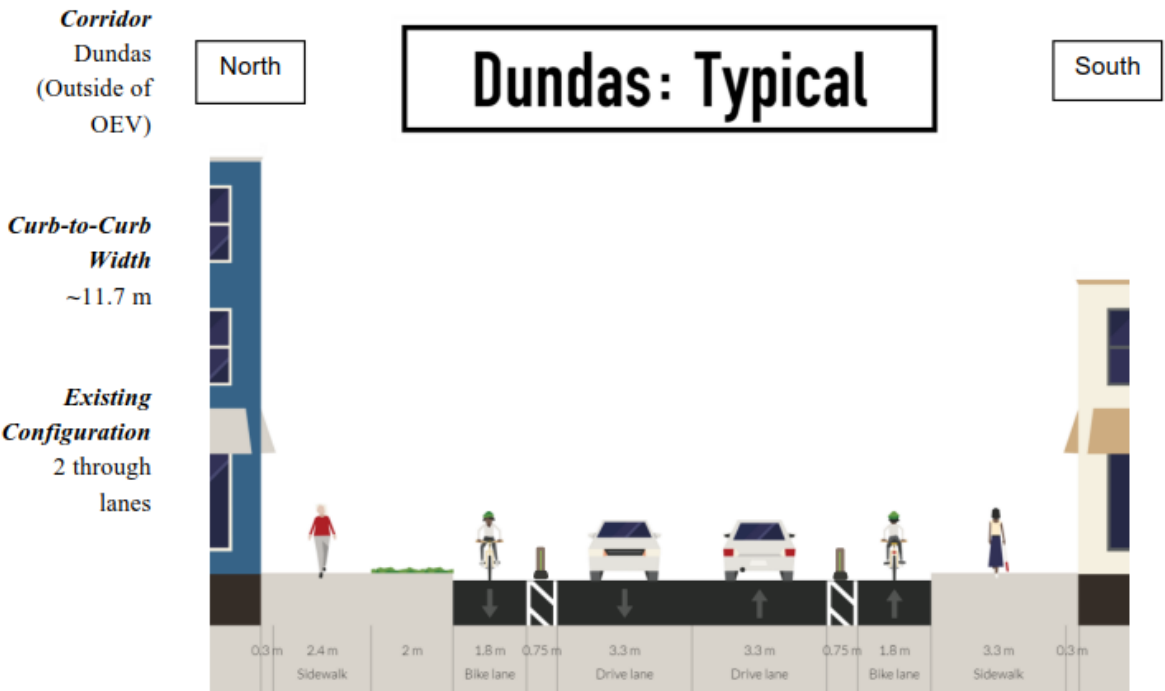
Dundas Two-way Bi-directional



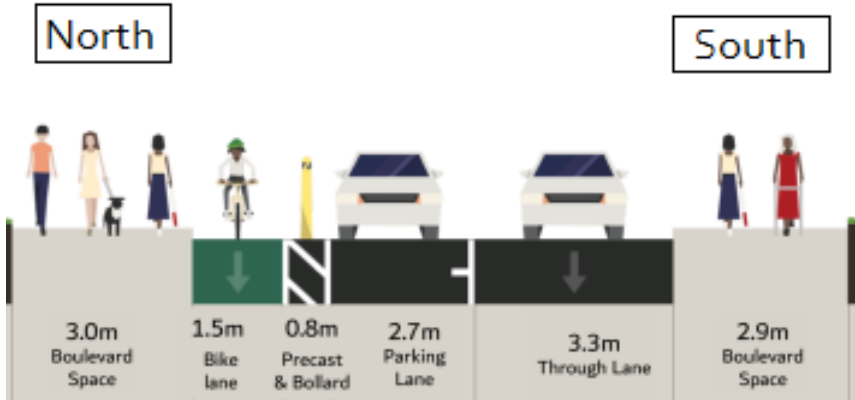
Dundas Two-way Bi-directional	Strengths	Weaknesses
	<ul style="list-style-type: none">• Provides a connective and direct cycling route (Connectivity and Directness)• Provides access for all modes of transportation to destinations in the City, Downtown and OEV (Destination Access & Social Health and Equity)• Less boulevard space required to separate cyclists from motor vehicles	<ul style="list-style-type: none">• Impacts ability to provide wider sidewalks along Dundas, especially between Adelaide and Ontario (Streetscaping and Public Realm)• Impacts the businesses on the south side of Dundas between Adelaide and Ontario, as no opportunities for loading zones (Retail Economic Impact)• Approximately 170 parking spots removed throughout the route from Ridout to Ontario (Parking)• Transit operations throughout the OEV would be impacted as transit passengers board and alight on to the two way cycle track (Transit Operations)• Bi-directional cycle tracks on two-way streets are complicated, particularly at intersections and transitions between facility types as this can be challenging for cyclists. Bi-directional cycle tracks are also less intuitive resulting in unexpected conflicts at driveway, side streets, and transit stops (Conflict Mitigation)• Significantly impacts the traffic capacity, as a separate cyclist signal phase is required at intersections resulting in less traffic capacity (Constructability)

Dundas two-way bi-directional alternative provides a direct cycling route, but this alternative negatively impacts the operations of businesses and introduces additional conflicts. Having a westbound cycle lane on the south side of vehicle traffic is less intuitive, which may result in more conflicts across driveway, loading zones and at transit stops. Cyclists heading westbound up to William Street would have to make the transition from a south side bi-directional cycling facility to a uni-directional cycling facility on the north side. This is accomplished through a separate cyclist signal phase which would negatively impact traffic capacity. This alternative would also propose a smaller sidewalk than existing, which does not allow opportunities for loading zones or patio space and merchandise displays.

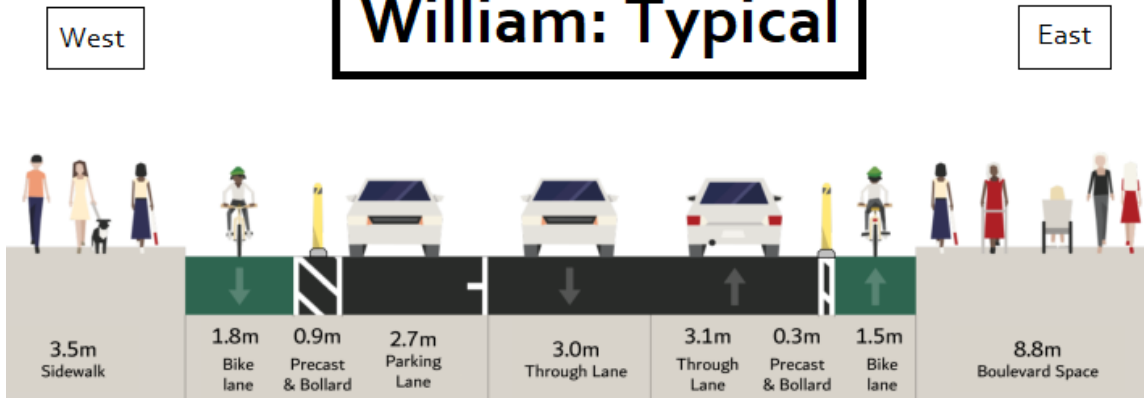
Dundas Street and Queens Avenue OEV Hybrid



Queens: Typical



William: Typical



Dundas OEV Hybrid provides a cycling couplet throughout the Old East Village (OEV) with separated eastbound cycling on Dundas Street and separated westbound cycling on Queens Avenue. This alternative proposes cycling facilities on William Street and Ontario Street to connect back to Dundas Street.

	Dundas and Queens OEV Hybrid	
	Strengths	Weaknesses
	<ul style="list-style-type: none">• Provides a connective and direct cycling route (Connectivity and Directness)• Increases the pedestrian realm allowing for larger sidewalks and improved streetscaping within the OEV (Streetscaping and Public Realm)• Provides loading zones for businesses on the south side of Dundas between Adelaide Street and Ontario Street (Retail Economic Impact)• Transit passengers have designated transit stops to board and alight reducing conflicts with other road users (Transit Operations)	<ul style="list-style-type: none">• Approximately 170 parking spots removed throughout the route from Ridout Street to Ontario Street (Parking)• Through the OEV transit will be required to serve stops from the through lane which may cause delays (Transit Operations)

The Dundas and Queens OEV Hybrid option is the preferred alternative for the Downtown OEV East – West Bikeway Corridor Evaluation. This alternative provides a balanced approach in a constrained corridor along Dundas Street in the Old East Village. This alternative provides opportunities to improve the pedestrian realm allowing for wide sidewalks and additional landscaping features. It also, provides businesses loading zones on the south side throughout the OEV, which the OEV BIA has mentioned to be a critical priority for south side businesses that will lose parking. With the Dundas and Queens OEV Hybrid option, City Staff will look to improve the connection on Dundas Street between the Thames Valley Parkway and Dundas Place. Cycle lane improvements will be completed during the detailed design phase and this important connection will be included in the construction of the east-west bikeway.

King and Queens Couplet



Corridor
Queens (OEV
and King &
Queens
Couplet)

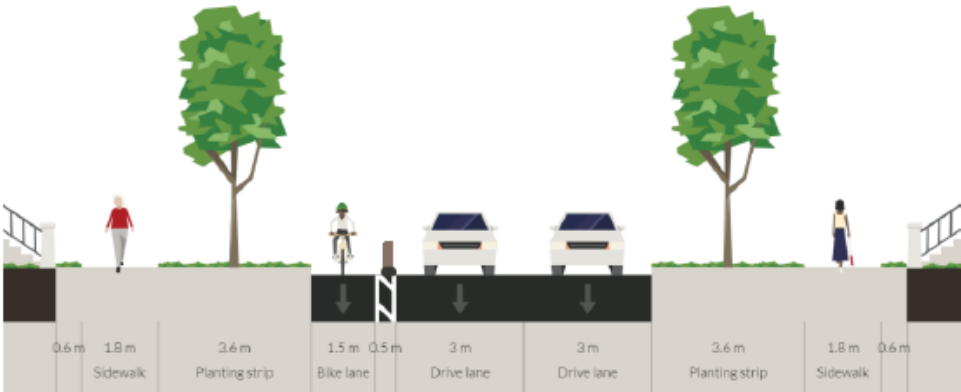
North

Queens: Typical

South

Curb-to-Curb
Width
~8.0 m

Existing
Configuration
2 through
lanes with a
westbound
bike lane on
the north side



Corridor
King (BRT
Proposal)

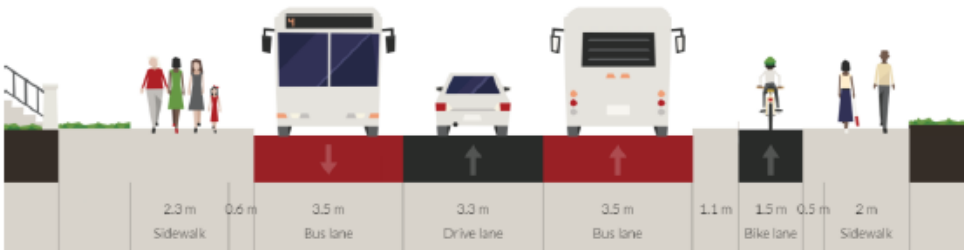
North

King: BRT Proposal

South

Right of Way
Width
20.0 m

Proposed
Configuration
2 BRT lanes,
eastbound
travel lane,
eastbound
raised cycle
track



King Street and Queens Avenue Couplet	Strengths	Weaknesses
	<ul style="list-style-type: none">• Provides improved transit operations (Transit Operations)• Provides access for all modes of transportation to destinations in the City, and OEV (Social Health and Equity)	<ul style="list-style-type: none">• There are several driveways along King Street and Queens Avenue resulting in less physical separation for cyclists (Constructability, Conflict Mitigation)• Impacts connectivity for cyclists as King Street cycle facility terminates east of Wellington Street (Connectivity & Directness, Destination Access)

During the analysis of the BRT drawings, conceptual renderings, and the May 2018 Draft Environmental Project Report, it became apparent that the King Street and Queens Avenue couplet would not be an ideal east-west cycling corridor. Transit operations on King Street and Queens Avenue between Ridout Street and Wellington Street intensified significantly with the removal of buses from Dundas Street to accommodate Dundas Place. As a result, there is insufficient space available to include any cycling facilities on King Street and Queens Avenue between Ridout Street and Wellington Street. These challenges result in low scores for destination access, connectivity, constructability, and cost.

There are other significant concerns with a King Street and Queens Avenue couplet. Along King Street and Queens Avenue, there are many driveways, which reduce the amount of separation that could be provided. North – south connectivity is more challenging with the couplet, resulting in an additional north – south connector street to facilitate connectivity to downtown and OEV. This would increase the constructability and cost for this alternative.

Dufferin Avenue



Corridor
Dufferin

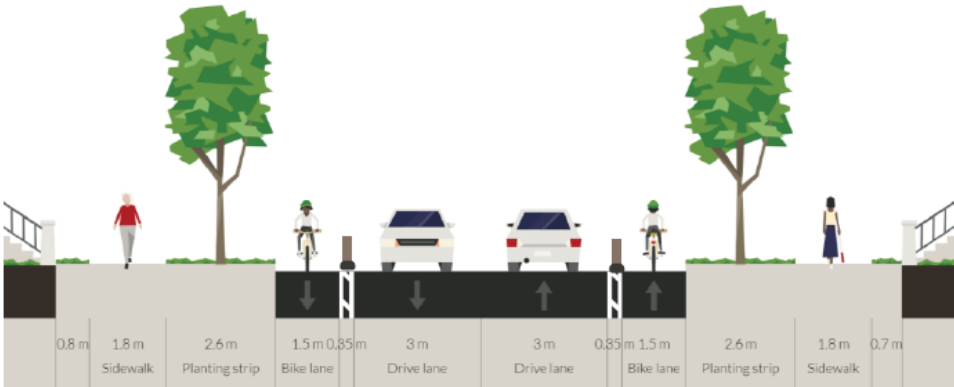
North

Dufferin: Typical

South

Curb-to-Curb
Width
~8.7 m

Existing
Configuration
2 travel lanes
with parking
on both sides

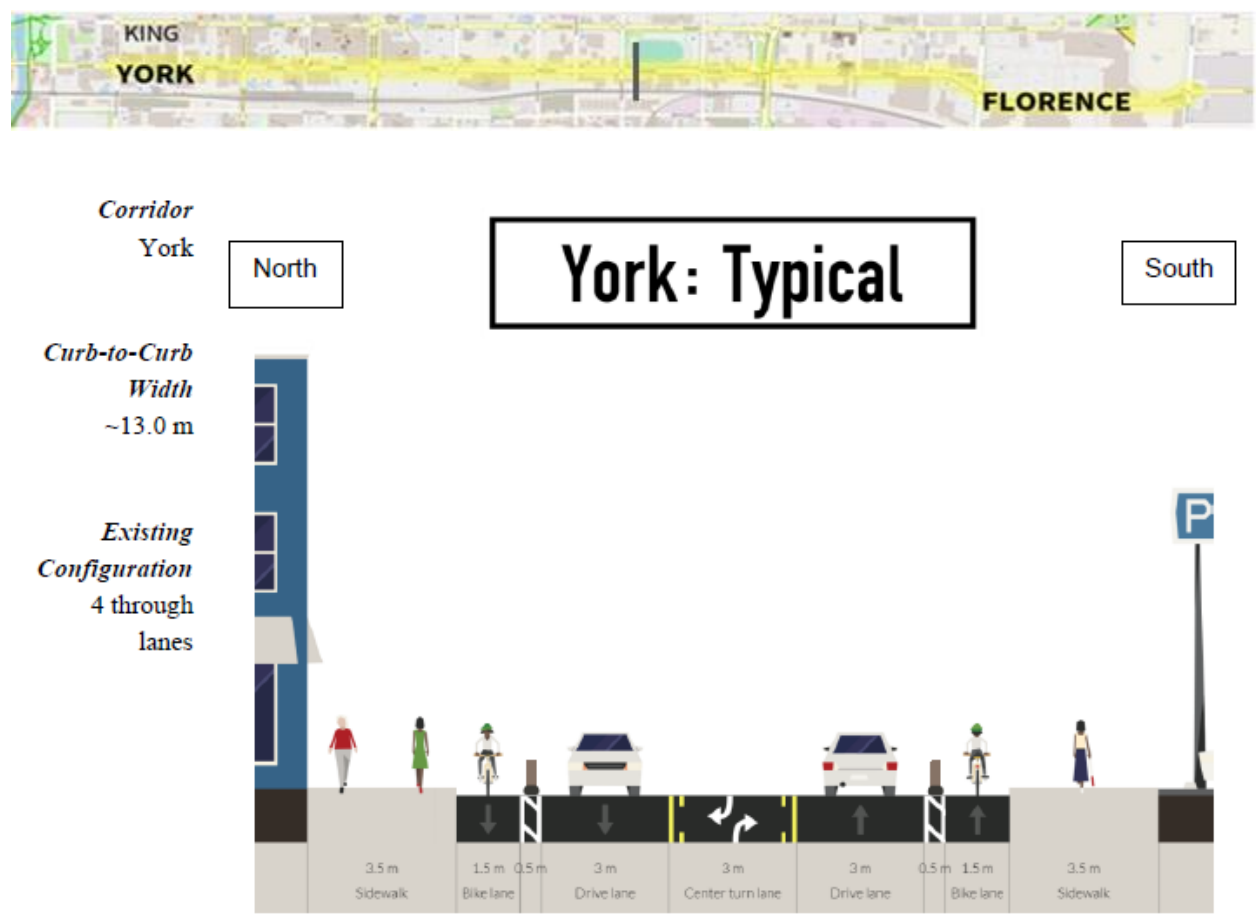


	Strengths	Weaknesses
Dufferin Avenue	<ul style="list-style-type: none">Transit stops for local transit wouldn't be impacted due to the low frequency (Transit Operations)Minimal anticipated impacts to the boulevard space (Streetscaping & Public Realm)	<ul style="list-style-type: none">Dufferin Avenue and Lorne Avenue would require signalization for a separated cycling signal phase because of the jog at Adelaide Street (Constructability)Approximately 130 parking spots removed throughout the route (Parking)The route alternative is less direct for cyclists and has minimal destinations (Connectivity & Directness, Destination Access)

Throughout the Downtown OEV East – West Bikeway Corridor Evaluation, it was confirmed that Dufferin Avenue was a low scoring alternative. This was confirmed during the first public information centre, as attendees ranked Dufferin Avenue and York Street as their least preferred alternatives. The primary issues with Dufferin Avenue are the lack of connectivity to the downtown core and key services.

Dufferin Avenue is mostly single detached residential until the downtown segments. In order to implement a separated cycling facility, a travel lane/parking lane would need to be removed, which negatively affects the traffic operations. The Dufferin Avenue alternative is also indirect and requires a jog through Adelaide Street to connect Dufferin Avenue to Lorne Avenue, which negatively affects constructability and conflict mitigation, with no traffic signal to enable a crossing. Also, a traffic signal at Dufferin Avenue and Adelaide Street would not meet the spacing requirements to the existing traffic signal at Adelaide Street and Lorne Avenue.

York Street

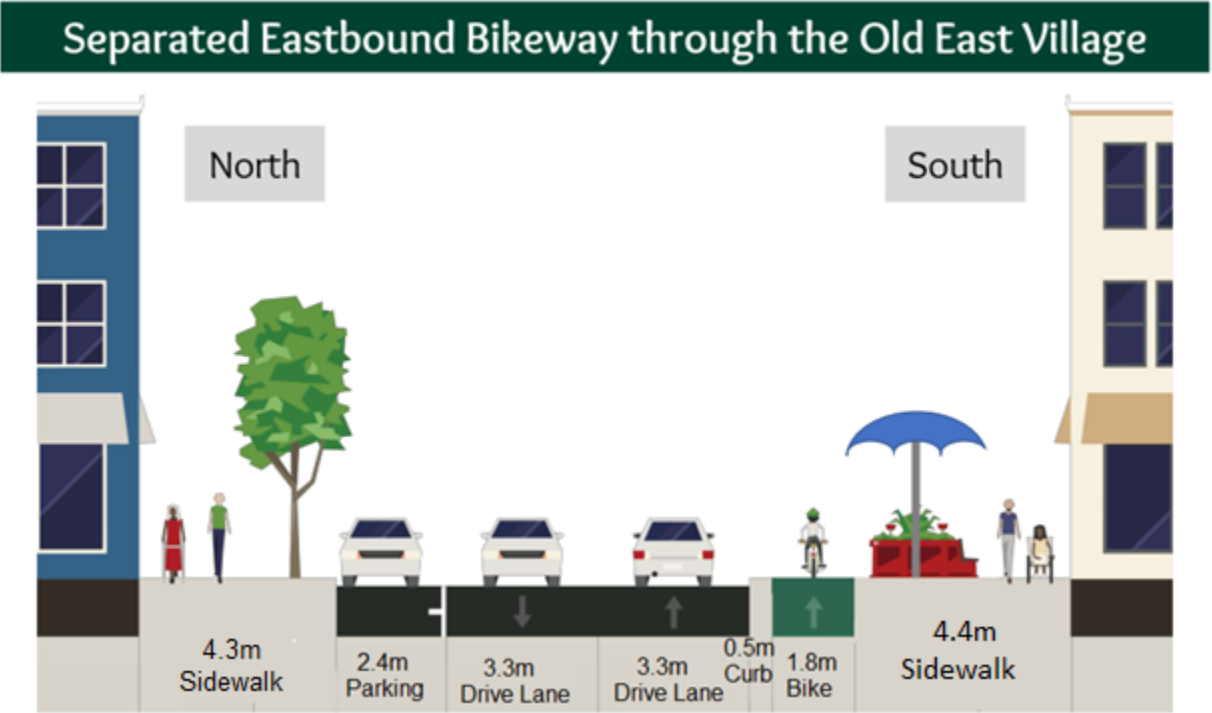
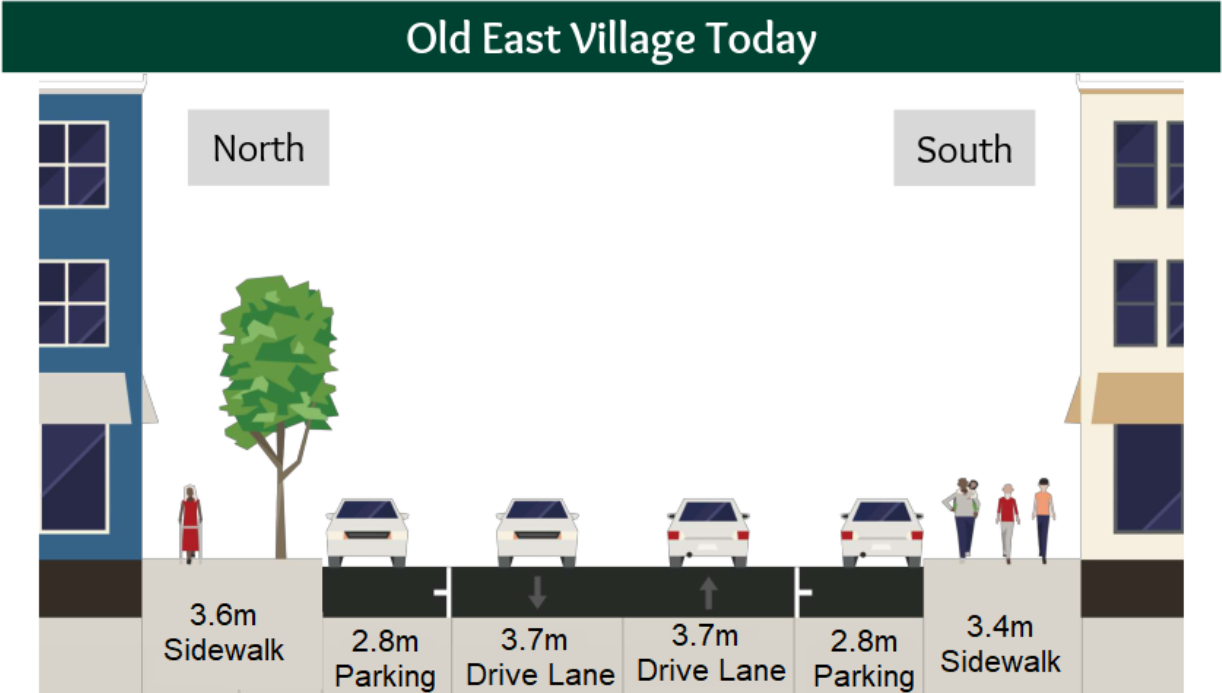


	Strengths	Weaknesses
York Street	<ul style="list-style-type: none"> Minimal parking reductions anticipated (Parking) 	<ul style="list-style-type: none"> 20,000 vehicles a day use York Street in addition to numerous driveways, impacting the physical separation for a cycling facility (Conflict Mitigation) Significant impact to traffic operations and roadway capacity as a lane reduction is required to provide a separated cycling facility (Constructability, Traffic Operations, Transit Operations) This route alternative provides limited connectivity to destinations compared to other alternatives (Connectivity & Directness, Destination Access)

Throughout the Downtown OEV East – West Bikeway Corridor Evaluation, York Street was a low scoring alternative. This was confirmed during the first public information centre, as attendees ranked York Street and Dufferin Avenue as their least preferred alternatives. The primary issues with York Street are the lack of connectivity to the core areas and key services as the corridor primarily services industrial and commercial uses. The existing roadway widths, would not allow for a continuous separated cycling facility unless a travel lane is removed. The loss of a travel lane on York Street would be detrimental to the transportation network.

PREFERRED ALTERNATIVE – DUNDAS & QUEENS OEV HYBRID

The Dundas Street and Queens Avenue OEV Hybrid is the preferred east-west bikeway alternative to connect to the downtown and OEV. The hybrid option, in comparison to the other alternatives, balances the priorities of stakeholders as it provides two-directional cycling facilities close to destinations, provides additional space in the boulevard that could be used to enhance the pedestrian realm and landscaping features, and also provides more flexibility for businesses through the OEV allowing for loading zones on Dundas Street and opportunities for patios and merchandise displays. The following typical cross section compares existing conditions with that proposed, noting that the cross sections vary throughout the project, particularly with accommodation for loading zones and bus stops.



The proposed improvements will enhance cycling within the core by providing a connected and separated east –west cycling route which connects to the existing separated north – south cycling route on Colborne Street.

The preferred alternative can be incorporated into the construction activities identified in the Infrastructure Lifecycle Renewal Program for Dundas Street between Adelaide Street and Ontario Street for 2020 currently in design. Other segments will be implemented as opportunities arise and budgets facilitate. Further communications and development of mitigation measures will be developed, in particular where on-street parking gets displaced. In the OEV, this includes assessment of streetscape and lighting improvements on connections to parking lots and side street connections between King Street and Queens Avenue.

CONCLUSION

As identified in the London ON Bikes Cycling Master Plan, there is a desire for a separated east – west cycling facility through the downtown / OEV connecting to other destinations in the City of London.

Six alternatives were evaluated using 11 different criteria to capture the importance and varying priorities of stakeholders to ensure a fair comparison between alternatives. Staff retained WSP to utilize their expertise and knowledge of cycling infrastructure to prepare and evaluate these corridors, and by their analysis indicates that the Dundas and Queens OEV Hybrid is the preferred alternative. This route provides for a balanced approach to the varying priorities along Dundas Street especially given its constrained nature through the Old East Village where it is not possible to fit all of the desired street elements.

Throughout the Downtown OEV East – West Bikeway Corridor Evaluation, City staff have had numerous stakeholder meetings, Public Information Centre’s, and day-to-day interactions discussing this project with stakeholders, organizations and individuals. These discussions led to the inclusion of additional evaluation criteria to better capture the importance of varying stakeholder priorities and ensuring the corridors are evaluated equally and fairly.

Implementation is expected to occur in a phased approach, combining with pre-planned construction projects where possible to mitigate the social disruption associated with construction as well as to benefit from economies of scale.

The first phase of the separated east-west bikeway is to be included with the planned Infrastructure Lifecycle Renewal Program on Dundas Street from Adelaide Street to Ontario Street which is anticipated to start construction in 2020. Future phases of the east – west bikeway can be coordinated with planned construction projects and be scheduled accordingly with available budget and Council approval. Staff will also continue to progress the pedestrian connectivity assessment within the OEV to identify and implement connection improvements between Dundas Street and surrounding parking lots and transit routes.

The separated east - west cycling facility is a marquee connection identified in the Cycling Master Plan and allows for a well-connected and desirable cycling route providing benefit to not only the downtown but to the surrounding neighborhoods.

Acknowledgements

This report was prepared by Andrew Giesen, CET, Senior Transportation Technologist and Peter Kavcic, P.Eng., Transportation Design Engineer of the Transportation Planning & Design Division.

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